CHAPTER 4

TRANSPORTATION

City of Liberty Lake Comprehensive Plan

A. Introduction

People and places are connected to one another by the transportation system. The transportation system consists of facilities that accommodate many modes of transport, including car, truck, bus, bicycle, train, airplane, and pedestrian. The primary focus of the transportation element is meeting the City of Liberty Lake's future transportation needs for roads, trails/pathways, walkways, and transit, including light rail.

The City of Liberty Lake's population and employment will increase significantly over the next 20 years. This anticipated growth will result in additional demand on the transportation system. Transportation strategies must be developed to maintain acceptable levels of service for the transportation system as this growth occurs. The transportation element serves as the City of Liberty Lake's action plan to provide the transportation strategies necessary to accommodate future growth. The transportation element combines technical and financial analysis for the City's transportation system through a methodology that meets requirements of the Growth Management Act. The Transportation Element identifies existing transportation system characteristics, establishes level of service ratings, identifies existing and future deficiencies based on the established levels of service, develops improvement projects and strategies to mitigate deficiencies, and analyzes projected revenues to ensure that necessary improvements can be constructed as needed.

Transportation Element Vision Statements[1]

1. Improved freeway access and interchanges
2. Light rail terminal with ancillary businesses nearby
3. Spacious, well-planned traffic corridors
4. Expansion of the current pedestrian friendly trail system

B. History and Background

Transportation System Design

Local Access

Traffic Roundabout Concept

Street design can have a significant impact on community character. As stated in the land use element, closed development patterns, which often include dead-end and cul-de-sac roads, tend to isolate communities and make travel difficult. Integrated neighborhoods provide connected streets and paths and often include a central focal point, such as a park or neighborhood business. Traffic circles or roundabouts are also helpful in combination with interconnected streets systems to slow traffic down and add another landscape feature to a neighborhood. Integrated development

[1] Vision Statements were created by the Planning Commission and City Council to reflect citizen comments.

patterns promote a sense of community and allow for ease of pedestrian/bicycle movement.

The primary purpose of local access streets is to provide traffic circulation through residential areas. These streets may be privately owned and maintained or they may be public streets. Contemporary residential design often features a closed development pattern with street designs that include cul-de-sacs and minimal connections to the surrounding street network. An alternative street design is the integrated pattern or traditional, grid design. This traditional design features streets that are connected forming relatively small blocks.

The major advantage of the closed development pattern or contemporary design is that through traffic is minimized and it is assumed that security is enhanced. Disadvantages of the closed development pattern or contemporary design include more difficult access for emergency and service vehicles and increased traffic congestion on arterial streets. The closed development pattern or contemporary design discourages pedestrian and transit use since generally one must travel a greater distance to get from point A to point B than with a traditional connected or integrated street pattern.

The integrated, traditional street design tends to disperse traffic more evenly since alternative routes are provided through many connections. The traditional street design facilitates pedestrian and transit use of the street. With the increased activity on the street, security may be enhanced.

Integration does not necessarily mean development in grids. Rather, roads should connect and provide for ease of circulation regardless of the layout. Clear, formalized and interconnected street systems make destinations visible, provide the shortest and most direct path to destinations, and result in security through community rather than by isolation.

Arterial and Collector Streets

Arterial and collector street designs are generally based on capacity or the volume of traffic they are intended to carry (see Appendix E for Daily Traffic Counts). The City of Liberty Lake has three types of arterial and collector streets. They are classified as follows:

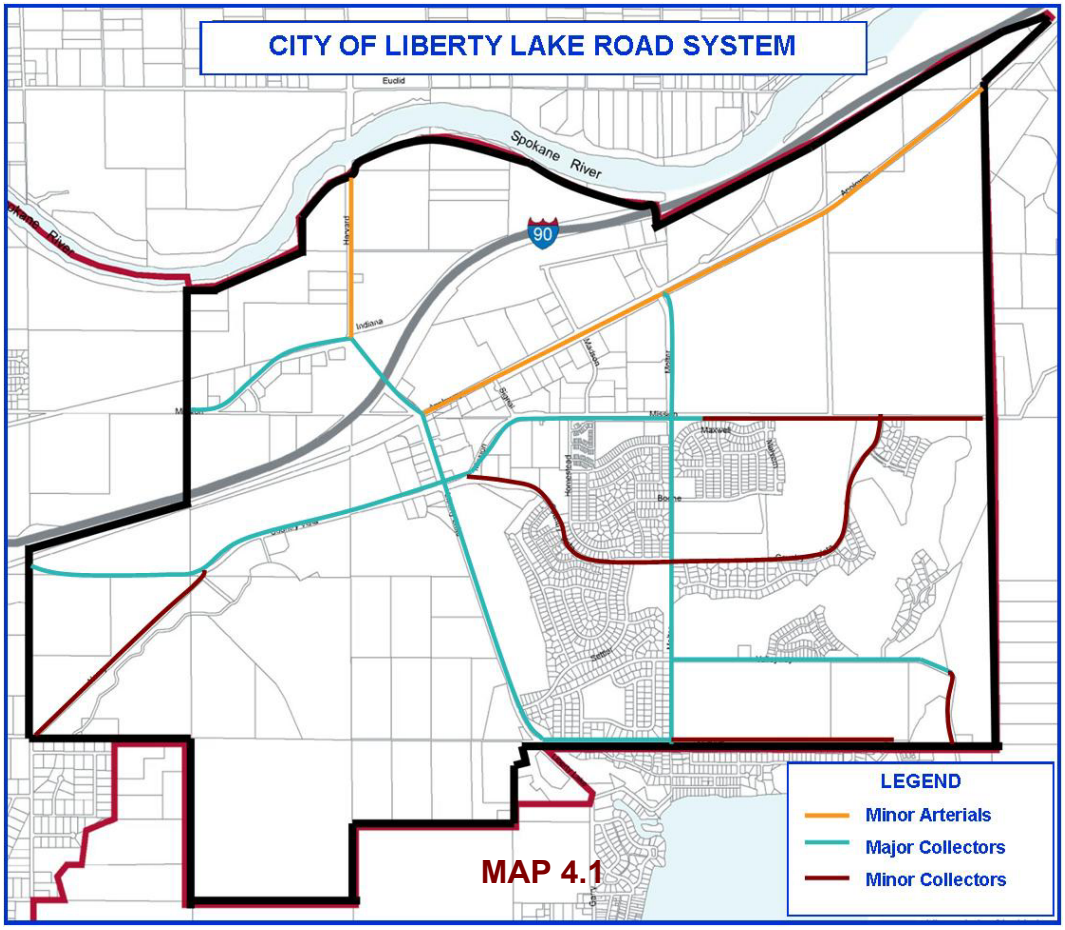
1. Minor Arterials
    a. Harvard Rd. - from Mission Ave. to the Spokane River Bridge (.60 miles)
    b. Appleway Ave. - from Liberty Lake Rd. to Simpson Rd. (1.44 miles)
2. Major Collectors
    a. Country Vista Dr. - from Henry Rd. to Mission Ave. (.90 miles)
    b. Mission Ave. - from west City boundary to Harvard Rd. (.54 miles)
    c. Mission Ave. - from Country Vista Dr. to 350' E. of Molter Rd. (.79 miles)
    d. Liberty Lake Rd. - from Sprague Ave. to Appleway Ave. (1.06 miles)
    e. Liberty Lake Rd. - from Appleway Ave. to Mission Ave. (.26 miles)
    f. Molter Rd. - from Sprague Ave. to Mission Ave. (1.01 miles)
    g. Molter Rd. - from Mission Ave. to Appleway Ave. (.40 miles)
    h. Valleyway Ave. - from Molter Rd. to Lakeside Rd. (.92 miles)
    i. Sprague Ave. - from Liberty Lake Rd. to Molter Rd. (.43 miles)
3. Minor Collectors
    a. Henry Rd. - from Sprague Ave. to Country Vista Dr. (.72 miles)

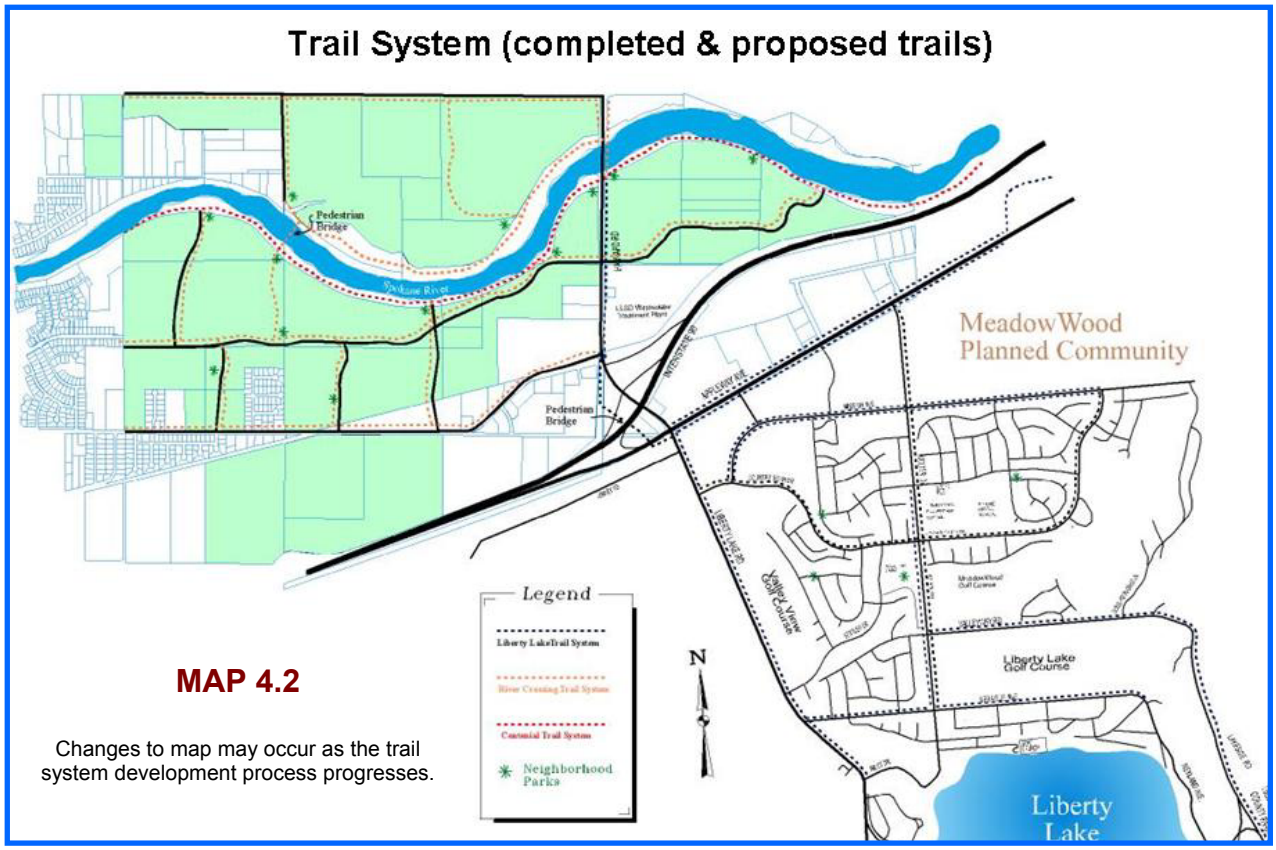
b. Country Vista Dr. - from Mission Ave. (west) to Mission Ave. (east) (1.67 miles)
c. Mission Ave. - 350' E. of Molter Rd. to east City boundary (.94 miles)
d. Lakeside Rd. - from Valleyway to south City boundary (.18 miles)
e. Sprague Ave. - from Molter Rd. to Gage St. (.68 miles)

The highest-capacity streets are minor arterials, followed by major collectors, and finally minor collectors. The minor arterial street system interconnects with and augments the principal arterial system. Minor Arterials provide trips of moderate length and aid in intra community continuity, ideally without penetrating identifiable neighborhoods. Minor arterials are multipurpose facilities providing limited access to adjacent properties as well as accommodating through traffic. They are designed to carry moderate to heavy volumes of vehicular traffic. Minor arterials should be designed to provide for various modes of transportation, including pedestrians, bicycles, transit, trucks, and cars.

Major and Minor Collectors provide both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. Collector streets may penetrate residential neighborhoods, distributing trips from the arterials through the area to their ultimate destinations. Conversely, the collector street also collects traffic from local streets in residential neighborhoods and channels it into the arterial system. Major Collectors offer more access opportunities than Minor Arterials and Minor Collectors generally offer unlimited access.

When transportation improvements are designed, it is important to address the needs of the general public, individual property owners, and neighborhoods. Most transportation improvements should be designed as multiple-use facilities that provide for pedestrians, bicycles, transit, and automobile use.





MAP 4.2

Changes to map may occur as the trail system development process progresses.

C. Goals and Policies

The transportation goals and policies are intended to provide a variety of transportation choices to serve current and future residents of the City of Liberty Lake. They encourage multi-modal and pedestrian-friendly facilities that support, encourage, and are coordinated with, a variety of land uses. The transportation goals also emphasize the movement of people and goods effectively and safely while maintaining or improving air quality and mitigating impacts to the natural and built environment.

Intergovernmental Coordination

The Growth Management Act requires that all elements of a comprehensive plan be consistent with each other. It is also important that comprehensive plans, and especially transportation plans, be coordinated between neighboring governmental jurisdictions. The following goals and policies are intended to address these important planning principles.

Goals

T.1: Develop transportation plans that complement, support, and are consistent with, land use and transportation plans from other jurisdictions and agencies.

Policies

T.1.1: Coordinate planning and operational aspects of the transportation system with Spokane County, adjacent jurisdictions, Washington State Department of Transportation, Spokane Transit Authority, Spokane Regional Transportation Council, and any other affected agencies.

T.1.2: The six-year transportation plan shall be consistent with the Transportation and Land Use Elements of the Comprehensive Plan.

Consistency and Concurrency

The Growth Management Act requires transportation facilities to be concurrent with development. Transportation facilities must be in place and in use within 6 years of the impact of development. The Transportation Improvement Program or TIP identifies specific projects that are needed to mitigate impacts to the transportation system due to existing system deficiencies and expected future growth.

Goal

T.2: Provide transportation system improvements concurrent with new development and consistent with adopted land use and transportation plans.

Policies

T.2.1: Maintain an inventory of transportation facilities and services to support management of the transportation system and to monitor system performance.

T.2.2: Transportation improvements needed to serve new development shall be in place at the time new development impacts occur. If this is not feasible, then a financial commitment, consistent with the capital facilities plan, shall be made to complete the improvement within six years.

T.2.3: Transportation improvements shall be consistent with land use plans, capital funding, and other planning elements.

T.2.4: Implement concurrency review and management that evaluates impacts from new development and identifies funding sources for improvements. Evaluate the transportation system annually and compare to prior years.

T.2.5: Coordinate planning with appropriate agencies and utility companies for utility corridors that may affect the transportation system.

T.2.6: Use a 10- and 20-year horizon when preparing transportation forecasts to provide information on the location, timing, and capacity needs of future growth.

T.2.7: The transportation system shall support the Land Use Element of the City of Liberty Lake Comprehensive Plan as growth occurs.

T.2.8: Major shortfalls between transportation revenues and improvement costs should be addressed during the annual review of the 6-year transportation improvement program. Resolution of revenue shortfalls could include reassessment of land use, growth targets, level of service standards, and revenue availability.

T.2.9: Explore the possibility of an additional exit or off-ramp from eastbound Interstate 90 into the City to support anticipated land uses.

Alternative Modes of Travel

Throughout the 20th century, transportation improvements have emphasized automobile mobility. Recently, alternative modes of transportation such as transit, bicycling, and walking have not been stressed. It is expected that the automobile will continue to be the dominant mode of transportation in the foreseeable future, both in the number of trips and the distance traveled. However, alternative modes of transportation can play an important and beneficial role in the transportation system. Encouraging alternative modes can lessen congestion, reduce air pollution, reduce consumption of natural resources, and reduce maintenance costs. To encourage the use of alternative transportation modes, facilities must be provided that are convenient, safe, and economical.

Goal

T.3: Provide a range of transportation choices within the City of Liberty Lake.

Policy

T.3.1: The transportation system shall provide a range of transportation modes.

Public Transportation

Goal

T.4: Provide a safe, efficient, and cost-effective public transportation system.

Policies

T.4.1: Coordinate with other governments and communities to create a regional network of safe, efficient, and cost-effective public transportation services and facilities.

T.4.2: Develop transit services and facilities that support land use plans and integrate regional and local transportation needs.

T.4.3: Support continued development of secure, conveniently located park-and-ride lots with bicycle and pedestrian support.

T.4.4: Encourage the use of bus, ride-sharing, paratransit, and high-capacity transit services to make major segments of the transportation system more efficient.

T.4.5: Provide intermodal connections to enhance the efficiency and convenience of public transportation.

Goal

T.5: Encourage land uses and transportation corridors that will support a high-capacity transportation system.

Policies

T.5.1: Support high-capacity transit facilities and services that are consistent with the actions and plans of Spokane Transit Authority, Spokane Regional Transportation Council, and other jurisdictions.

T.5.2: Provide for mixed-use areas that support a high-capacity transportation corridor.

T.5.3: Preserve existing right-of-way and designate new right-of-way when possible to support high capacity transportation corridors.

Non-motorized Travel - Bicycle and Pedestrian

Goal

T.6: Promote pedestrian and bicycle transportation and increase safety, mobility, and convenience for non-motorized modes of travel.

Policies

T.6.1: Provide safe and convenient bicycle and walking access between housing, recreation, shopping, schools, community facilities, and mass transit access points. Obstructions and conflicts with pedestrian and bicycle movement should be minimized.

T.6.2: Design bicycle facilities where practical along arterials. Public bicycle/pedestrian facilities should be clearly marked.

T.6.3: Maintain a trails system plan that is implemented through the City's Transportation Improvement Program and that uses the Liberty Lake Trail System Plan for path improvement priority.

T.6.4: Promote hard surface walkway systems that are separate from roads if they fit in with the characteristics of the neighborhood.

T.6.5: Require convenient bicycle parking and designated areas where bicycles can be secured at major destinations and at transportation centers.

T.6.6: Preserve unused rail rights-of-way for development of trails or other alternative transportation lines.

T.6.7: As an alternative to sidewalks, promote hard-surfaced pathways, including but not limited to, concrete, asphalt, and brick in commercial or industrial areas when pathways provide more direct and/or safer routes for pedestrians.

T.6.8: Continue to develop street, pedestrian path, and bike path standards that contribute to a system of fully connected routes. If streets do not connect, continue trails to make connections for pedestrians and bikes.

Light Rail

Goal

T.7: Continue to support and encourage the viability of the light rail system in the region.

Policies

T.7.1: Participate with other jurisdictions to facilitate safe and efficient light rail systems.

T.7.2: Establish land use types and densities along light rail corridors that support and are compatible with light rail transportation.

Transportation System Design & Road Functional Classifications

Minor Arterials: Minor arterials interconnect and augment the principal arterial system. They are two (or more)-lane facilities, yet provide less mobility than principal arterials, with greater access to adjacent property frontage. Minor arterials may carry local bus routes and provide

intra-community continuity, but should be located on community and neighborhood boundaries. They should not bisect residential neighborhoods.

Collector Arterials: Collector arterials provide both land access and traffic circulation within residential neighborhoods, commercial, and industrial areas. They primarily serve individual neighborhoods, distributing traffic from such generators as elementary schools and neighborhood stores to minor arterials. The City of Liberty Lake has Major and Minor Collectors that are relatively low-speed, two-lane facilities that may provide for on-street parking.

Local Access Roads: Local access roads provide access to adjacent property and generally do not support through traffic. The alignment and traffic control measures on local access roads should encourage a slow, safe speed.

Aesthetic Corridors & Boulevards: Aesthetic corridors and boulevards are intended to protect the visual appeal of the area along major transportation routes entering, exiting, and circulating through the City of Liberty Lake. Aesthetic corridors provide special landscape and design standards for aesthetics along major transportation routes to help maintain a quality image of the City. Boulevards provide for welcoming entry into the City as well as appealing aesthetics throughout the City through street trees, pathways, and landscaped medians. (see Aesthetic Corridors & Boulevards in the Land Use Element)

Roadway Design

The design of streets can have a tremendous impact on the character of a community. In the past, the emphasis in street design has been on increasing capacity for the automobile. The citizens of Liberty Lake have expressed a desire to promote a pedestrian friendly environment and the encouragement of light rail. Designs should accommodate pedestrians, bicycles, and transit as well as the automobile. The appearance of transportation facilities should also be maintained by landscaping and signage regulation. An emphasis has been placed on encouraging streets designed to form a network with multiple routes to any given point. Connected street design allows dispersal of traffic and provides easier access for emergency and service vehicles. Perhaps most important, street design must support adjacent land uses. These and other design issues are addressed in the following goals and policies.

Goal

T.8: Ensure that urban roadway systems are designed to preserve and be consistent with community character.

Policies

T.8.1: Utilize best available engineering practices to ensure a safe and efficient roadway system.

T.8.2: Optimize the capacity of existing roads to minimize the need for new or expanded roads through the use of improved signage, signalization, road maintenance, and other means.

T.8.3: To the greatest extent possible, provide coordinated and integrated traffic control systems.

T.8.4: Discourage private roads as a principal means of access to developments. Allow private roads within developments as a principal means of circulation, provided adequate measures are in place to assure safe travel, emergency access, and permanent private maintenance.

T.8.5: Residential area on-street parking shall be discouraged except under special circumstances. Commercial vehicle parking in residential areas shall be by permit only.

T.8.6: Transportation facility design standards shall support the creation and preservation of communities and neighborhoods while simultaneously providing for the safe and efficient movement of people and goods.

T.8.7: Develop an arterial road plan that emphasizes planned corridors for high-capacity roadways to keep high-speed traffic out of residential neighborhoods.

T.8.8: Design of new transportation facilities or facility improvements should incorporate adequate consideration of the aesthetic issues associated with a proposed transportation improvement.

T.8.9: Encourage curbside landscaping consistent with safety requirements. Identify those species of landscaping that are most appropriate for curbside planting.

T.8.10: Adequate access to and circulation within all developments shall be maintained for emergency service and public transportation vehicles.

T.8.11: Consolidate access to commercial and industrial properties by encouraging the development of commercial and industrial centers rather than strip development to minimize traffic congestion on minor arterials.

T.8.12: Encourage street designs which reduce the number of access points on minor arterials and major collectors by combining driveways for adjacent properties and use of frontage roads.

T.8.13: Encourage new developments, including multifamily projects, to be arranged in a pattern of connecting streets and blocks to allow people to get around easily by foot, bicycle, bus, or car. Cul-de-sacs or other closed street systems may be appropriate under certain circumstances including, but not limited to, topography and other physical limitations which make connecting systems impractical.

T.8.14: When cul-de-sacs are used, combine them with connected streets and focal points such as traffic circles, parks, or a neighborhood business to provide for ease of circulation and to promote a sense of an integrated community.

T.8.15: Encourage local access streets which are curvilinear, narrow, or use other street designs consistent with safety requirements to discourage through traffic in neighborhoods where such design fits into the surrounding street systems and aids in implementing specific land use designs.

T.8.16: Allow paved alleys that are privately owned and maintained when constructed to acceptable standards.

T.8.17: Develop roadway standards that reduce the opportunity and impact of spills of contaminants from reaching surface and groundwater.

T.8.18: Reduce right-of-way width dedications to the minimum necessary to provide for transportation needs.

1. Use border easements to accommodate drainage and pedestrian facilities.
2. Building set back requirements should be established from centerline of right-of-way and should be minimized to reduce impact on use of private property while maintaining public safety and aesthetic values.

Typical Street Design w/ Pathway

Safety

Transportation safety is very important. Traffic collisions are traumatic and costly for society. These costs are paid in the form of medical expenses, lost productivity, and property losses. When new road or improvements to existing roads are planned, safety considerations should be a primary design consideration.

Goal

T.9: Provide a safe and efficient transportation system, which responds to the special needs of the community.

Policies

T.9.1: Adopt standards and techniques to slow vehicle traffic and reduce the volume of traffic in residential neighborhoods.

T.9.2: Advocate safe and effective traffic control or grade separation at light rail, trail, path, and pedestrian crossings.

Mobility

Efficient movement of people and goods is very important because it enhances economic vitality and quality of life. The existing transportation system represents a considerable investment. To protect this investment, the capacity and condition of the system must be maintained. Travel on the transportation system increases every year. To maintain mobility, the transportation system must not only be maintained but improved. Road improvements will increase capacity but improved facilities for all forms of transportation must be considered to efficiently utilize scarce resources to maintain mobility.

Goal

T.10: Provide efficient and cost effective movement of people, goods, and freight to maintain industrial, commercial, and manufacturing capability.

Level of Service

Level of service (LOS) sets a quantitative standard for the operating characteristics of the transportation system. The Growth Management Act requires level of service standards for all arterials and transit routes and also requires that the standards be coordinated regionally. The level of service standards may be thought of as goals that the community wishes to maintain for

the operation of the transportation system. Level of service for the regional transportation is based on corridor travel time.

The Countywide Planning Policies require that level of service standards be adopted that are in accordance with the regional minimum level of service standards set by the Growth Management Steering Committee of Elected Officials. The City of Liberty Lake is required to use the minimum adopted level of service to evaluate long-term planning, development review, and financing of improvements. The Steering Committee approved the use of corridor travel time for use in establishing a minimum level of service for the regional transportation system. The Spokane Regional Transportation Council is determining annual average corridor travel time for the established congestion management system corridors. The City of Liberty Lake uses average time delay at intersections and expresses it as a range A through F. Level of Service A indicates little or no delay and level of service F indicates excessive delay. Average delays are typically measured during the AM and PM peak hours.

The Steering Committee also addressed level of service standards for public transit and street cleaning. Level of service for transit is to be adopted by the Spokane Transit Authority Board of Directors and the City of Liberty Lake is required to have policies consistent with the adopted level of service within the Public Transit Benefit Area. For street cleaning, the City of Liberty Lake is required to have a street-cleaning plan within the non-attainment area for air quality. The plan must be coordinated with the Spokane County Air Pollution Control Authority.

Goal

T.11: Establish and maintain level of service standards for roads.

Policies

T.11.1: Transportation system improvements shall be consistent with adopted levels of service.

T.11.2: The following shall serve as the City of Liberty Lake's level of service standard: The City's level of service shall be based on the operational analysis at arterial intersections conforming to the "Spokane County Standards for Road and Sewer Construction" as amended or as refined by the City.

T.11.3: The City of Liberty Lake shall participate in the development, evaluation, refinement as necessary, and adoption of the "corridor travel time" standard for regional minimum level of service.

T.11.4: Consider potential freight movement needs of new development as part of SEPA review.

Goal

T.12: Support level of service standards for transit established in conjunction with the Spokane Transit Authority Board of Directors.

Policies

T.12.1: Ensure that the transportation system improvements are made consistent with adopted transit levels of service.

T.12.2: The City of Liberty Lake's level of service standard for transit shall be consistent with level of service adopted in conjunction with the Spokane Transit Authority Board of Directors.

Goals

T.13: Clean streets as needed to meet air quality standards for particulate matter (PM).

Policy

T.13.1: Update as necessary and use a street cleaning plan coordinated with the Spokane County Air Pollution Control Authority, consistent with the regional minimum level of service, to meet mandated particulate matter (PM) standards.

Public Participation

When transportation improvements are proposed, it is important to address the needs and desires of the general public, property owners and neighborhoods affected by the project. The City of Liberty Lake must work with local residents and property owners prior to the design phase to assure that all needs are considered. A citizen-based process can result in the most acceptable facilities to enhanced access and mobility for vehicles and non-motorized transportation modes.

Goal

T.14: Incorporate community participation in the transportation planning process and actively involve businesses and neighborhoods in transportation choices.

Policy

T.14.1: Encourage and facilitate meaningful public involvement throughout plan development and implementation, including at the project level.

Transportation Finance

The Growth Management Act requires that the Transportation Improvement Program be financially feasible. Sources of revenue must be identified that are available to implement the Program and maintain the adopted level of service. The revenue sources available to fund transportation improvements are listed in the current City of Liberty Lake Transportation Improvement Program.

Goal

T.15: Fund transportation improvements to meet existing and future needs based on level of service standards.

Policies

T.15.1: Provide for a long-range financial strategy to implement the Transportation Improvement Program.

T.15.2: Allocate staff resources to work with other transportation government agencies in drafting and submitting joint applications for state and federal transportation grants to support projects that benefit multiple jurisdictions.

T.15.3: Funding to protect and maintain existing transportation infrastructure shall receive priority over other transportation improvements.

T.15.4: Enhance funding methods by establishing or implementing impact fees.

T.15.5: Impact mitigation fees and user-based fees shall be considered as a source for funding for all transportation improvements required because of new development.

T.15.6: Transportation impact fees shall be based on cumulative impacts from proposed land uses within a traffic basin, with a proportionate share allocated, based on a reasonable relationship between trips generated by any proposed land use and improvements required.

Demand Management Strategies

Most solutions to traffic congestion involve increasing the system capacity. However, in some cases, reducing demand can relieve capacity shortfalls. Since capacity shortfalls generally occur only during the peak morning and evening-commute hours, management strategies that focus on reducing trips during the peak periods are particularly effective. Strategies already in place include carpooling programs, public transit, telecommuting, bicycling, and walking. If utilization of these and other transportation demand management strategies can be expanded, transportation system demand can be reduced. Effective demand management measures can reduce the need for transportation improvements and can have the added benefit of reducing air pollution.

Goal

T.16: Reduce the use of single occupant vehicles and increase the use of alternate forms of transportation through transportation demand management strategies.

Policies

T.16.1: Promote programs aimed at reducing peak period traffic congestion.

T.16.2: Endorse programs that support alternatives to single occupancy vehicles.

T.16.3: Support the use of telecommunications technologies for telecommuting, tele-shopping, and video conferencing as alternatives to vehicle travel.

T.16.4: Encourage working at home to minimize commuter traffic.

T.16.5: Promote and facilitate ridesharing opportunities in cooperation with state and other transit agencies.

T.16.6: Encourage employers to offer voluntary commute trip reduction programs for employees.

Environment

The transportation system can have major negative effects on the environment. Air, water, and noise pollution are often associated with transportation systems. Air pollution can best be addressed by minimizing traffic congestion. There are many ways to reduce traffic congestion other than expanding roads. Transit use, transportation demand strategies, and alternative transportation modes can reduce air pollution. Stormwater runoff from paved surfaces can be a major contributor to water pollution. Treatment of stormwater in grassed percolation areas and other means can substantially reduce water pollution. Noise from traffic can have adverse

impacts on adjacent land uses. Noise attenuation in the form of berms, landscaping, or other noise barriers may be necessary to mitigate impacts

Goals

T.17a: Develop transportation systems that avoid environmental impacts where possible and mitigate impacts where avoidance is not possible.

T.17b: Create transportation systems that work toward a sustainable community.

Policies

T.17.1: Design transportation improvements to minimize air, water, and noise pollution.

T.17.2: Ensure that new transportation systems avoid or mitigate significant impacts to natural areas.

T.17.3: Transportation facilities shall not be developed in areas where they will have a significant negative effect on the environment.

T.17.4: Protect and preserve environmentally sensitive areas to the greatest extent practical when developing new transportation facilities.

T.17.5: Develop transportation facility design standards which are sensitive to community, aesthetic, and environmental needs.

T.17.6: The transportation system in the City of Liberty Lake shall conform to the federal and state Clean Air Acts.

T.17.7: The transport of contaminants shall be minimized through residential areas and centers by restrictive routing and scheduling where practical.

T.17.8: Enforce federal and state regulations for transportation of contaminants.